

Continued from page one.

concerted effort by the Scottish Herring Producers' Association and Scottish Inshore White Fish Producers' Association to secure a 100-mile exclusive limit.

If we get this limit, our industry faces a bright future, he said. On the other hand, if we do not get the limit we can see nothing but disaster in the near future.

Mr. Buchan added that the catch quota system instituted by the North-East Atlantic Fisheries Commission is not working. "We believe that the foreigners do what they please."

The SHPA and SIWPPA, in a joint statement, said that implementation of the Common Market proposal would be regarded by Britain's fishermen as a "complete betrayal" by the Government.

The statement continued: "If the proposals are implemented in their present form, only the fish stocks within a belt of 12-miles around the UK coast will be under this country's control. Fish resources between 12- and 200-miles will be regulated by the EEC Commission, which has little or no experience of dealing with catch quotas, regulating net sizes, or introducing close seasons and closed areas.

"The result will be a total failure in the aim of the proposals, namely conservation of fish stocks. Quotas agreed internationally have been proved not to work.

"There is evidence to suggest that statistics are falsified even by some of the member states of the EEC, who are also parties to quota agreements."

AF chief slams at Government after £2m loss

THE Government has so far failed to produce a fishing policy which any of us can understand said Derek Tapscott, chairman of Associated Fisheries, at a press conference in London last Friday.

Presenting his company's annual report, Mr. Tapscott stated that the group had lost £2m. in the year to March 1976.

The future of the British fishing industry, he said, depends entirely on the formation of a coherent Government policy. Its aims should be:

1. To ensure continuing and increasing supplies of fish to UK consumers at stable reasonable prices.
2. To increase the catch by UK vessels so as to provide 90 per cent of UK requirements and build up a viable export trade.
3. To minimise the inevitable change in the availability of traditional species, such as cod, resulting from extended fishing limits.



'SIOUX' SAILS IN

ABOVE: BUT's middle water trawler *Ross Leopard* [Skipper James Brown] set new North Sea trawling records at Grimsby last week. After a 13-day trip the vessel turned out 1,182 kts, including over 800 of wall kept cod, to gross £21,331. A new daily average record of £1,641 is one of the best for any size of trawler at Grimsby this year, and nearly £300 better than the old record set by *Gallus* in September 1974.

SIOUX (GY311), a multi-purpose vessel built by Hull Gates Shipping Co. Ltd. arrived in Grimsby on Monday.

She has been considered, delayed by the liquidation of her original builders, Argyll Ship and Boatbuilding Co. Ltd. of Renfrew, and requires some complete work.

The 74ft. stern-trawler identical to the pair *Tom Sleight* (F.S.) Ltd. *Fishing News* she was probably fish as a flycatcher when ready.

SCOTTISH fishing industry has made an encouraging start to 1976. In the first five weeks of the year, that total Scottish catch was worth £5,658,130 nearly £1,250,000 more than in the same period last year. This was achieved in spite of a drop of more than £400,000 in herring landed.

PUBLICITY STUNT RAMMING—CLAIM

IN WHAT the Ministry of Defence suggests was a "staged publicity" stunt, HMS *Yarmouth* was forced to ram the Icelandic gunboat *Baldur* almost midships on Saturday after a series of tight manoeuvres.

A Ministry spokesman on board the frigate *Scylla* stated that *Yarmouth*, which had been going up to 24 knots, had been full stern at the time of the collision. *Baldur* "made no effort to alter course or speed and did not give way," he continued.

The spokesman said that it was suspected that an Icelandic aircraft in the vicinity at the time contained reporters. *Yarmouth* was slightly holed and backed above the water line and returned to Rosyth on Tuesday for a survey. She has now been replaced by *Norind*.

Just before the collision, the gunboat *Tyr* out-maneuvred *Scylla* to elope both warps on the Fleetwood stern fisher *Boston Stirling* about 20 miles from the trawler pack.

A third hand was caught in the whirlpool from one of the warps and was holed and stunned. The mob and ship *Miranda* steamed on, but was not really in the scene, but was not really in the scene, but was not really in the scene.

The day before, *Tyr* was chased by the trawler *Arctic Vandal* and again getting the better of *Scylla* and the support *Statesman* and *Essex* entered through the body of trawlers.

Other skippers charged the trawler turned on but she was too quick for them and slipped away. *Scylla* radioed: "Well done, try."

Earlier in the week *Scylla* refused to let NATO observers on board as she was seen as a detriment of guilt by the fishing chiefs. But she dismissed this.

An Icelandic observer believed to have been "Britain does not have observers on her vessels inside her waters, why should we?"

Several Danish officials are trying to get a private volunteer to help Iceland hunt for frigates. Haze group's organisers planned to get a crew a charter.



ABOVE: *Aspire* arriving at Fraserburgh laden with a cargo of sprats. She is one of a 25-strong fleet which has been landing sprats at Fraserburgh recently, including 22 boats from the local fleet. The boats gradually built up landings in February and, last week, 30,845 cwt of sprats worth £42,045 were caught off the Scottish east coast and landed at Fraserburgh. The port's landing figures for January 1976 show that the catchers caught slightly less fish and earned almost the same money, as compared with January 1975. There was, however, a big jump in catches and earnings by trawlers: This January 7,174 cwt of fish worth £115,712 was brought in by trawlers, compared with 5,127 cwt and £68,828 in January 1975. Sprat landings for the last three months of 1975 totalled over £1m.

fishing news

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BUT lay-up two more steamers

TWO MORE Grimsby distant water steam trawlers were laid-up last week by BUT following the disclosure of company plans to withdraw its five remaining steamers (*Fishing News*, February 27).

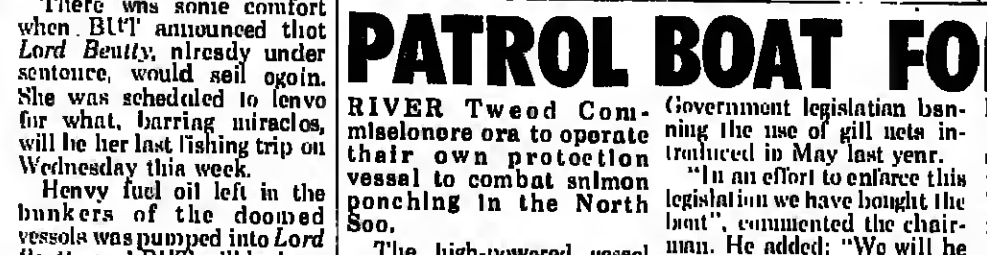
The sister-ships *Northern Eagle* and *Black Watch* were both 'tied to the wall' after completing Norway Coast trips. They grossed £22,304 and £20,578 from 1,398 kts and 1,187 kts respectively, on depressed markets.

There was some comfort when BUT announced that *Lord Beatty*, already under sentence, would sail again. She was scheduled to leave for what, barring miracles, will be her last fishing trip on Wednesday this week.

Heavy fuel oil left in the bunkers of the doomed vessels was pumped into *Lord Beatty* and BUT will be hoping she does better than the £18,529 made from 1,393 kts of Icelandic fish at Grimsby last week.

BUT has also abandoned the hopes nurtured during 1975 of putting *Northern Queen* (built 1949), *Northern Scythe* (1954) and *Northern Jewel* (1954) back fishing.

The company held on to these three old steamers when six others were sold off last year. Welders have been busy sealing up the trawlers ready for disposal.



PATROL BOAT FOR TWEED

RIVER Tweed Commissioners are to operate their own protection vessel to combat salmon poaching in the North Sea.

The high-powered vessel will be manned by Tweed bailiffs and operate in a 130 square mile area off the mouth of the river at Berwick.

This was announced following the annual meeting of the commissioners at Kelsco this Monday by the chairman, Captain William Straker-Smith.

He said it had been decided that the commission should operate its own fishery protection vessel because of the continued illegal salmon netting in the sea, despite the use of gill nets introduced in May last year.

"In an effort to enforce this legislation we have bought the boat", commented the chairman. He added: "We will be assisted by the Department of Agriculture and Fisheries, but the whole operation is being financed from the resources of the commission."

Capt. Straker-Smith emphasised: "There is still a certain amount of illegal netting going on."

It was also revealed that the commission is to receive compensation of about £40,000 from the Lothian Regional Council in respect of loss of spawning and rearing beds at Niggell Water, south of Peebles, where a new dam has recently been built.

A suggestion that angling associations might have the use of the commission hatchery for trout re-stocking is to be investigated.

The commission, which had a loss of over £2,000 last year mainly due to inflation, decided that the Tweed 'box' of 90 per cent should remain unchanged. The special levy of 12p for each salmon and grise caught by rod, and £3 per £100 gross sales for nets, will continue.

In his annual report the chairman revealed that 20 cases of poaching had been reported during the past year; a total of 17 nets were seized, including seven long drift nets taken at sea, one of which measured almost a mile.

Skipper Dick Taylor ill

HULL skipper, Dick Taylor, was taken to the Newington stern fisher Kingston Ganaral Hospital this week following chest pains. Jack Atkinson took command of the *Newington* on Monday, when she left for a Norwegian coast trip after which repairs. Early this week Mrs. Taylor said her husband was still in hospital but "much brighter and resting."

OYSTER STOCK SURVEY

A REPORT recommending that the minimum size of oysters be raised from 2 to 2½ in. has been released by the Fisheries Laboratory at Burnham on Crouch, Essex.

A Survey of Public Oyster Grounds in the Solent in 1975 is the title of the report prepared by Denis Kay. It is issued as Fishery Notice No. 43 and it covers what is now the main area for natural oyster production in England and Wales.

Each year, since 1972, surveys have been carried out by the Ministry of Agriculture, Fisheries and Food to evaluate the state of the stock.

This report describes in detail the results of exploratory dredge hauls in the eastern and western part of the Solent.

Catches are graded to legal sized oysters (2 in. or larger), brood oysters (1½-1 in.) and spat oysters less than 1½ in. diameter, and an assessment is made of the potential of various areas.

The paper reviews the management of this important fishery. According to Mr. Kay, fishing effort has increased during the last few years and this, plus an improvement in the efficiency of local oystermen, has considerably reduced the stocks of commercial sized oysters available for fishing.

At present there are regular spatfalls in the area to compensate for this, but if in the future these fall for two consecutive seasons or more, a very large proportion of the present stock will be removed during that time leaving only a small breeding stock of oysters in the area.

The present fishery is mainly based on a large spatfall in 1973. Despite heavy fishing, the Solent grounds continue to yield large quantities of oysters.

The indications are that these quantities will be maintained for a further two seasons, but the very large catches — a notable feature of the fishery a few years ago — may not occur on the same scale again.

The area which is commercially fished has continued to expand, due in part to the use of boats with better equipment and a general improvement in the standard of oyster fishing. This allows grounds with a lower stock density to be fished profitably and, in part, to the discovery of new areas with fishable stocks.

Mr. Kay's report concludes with a warning that every effort must be made to conserve this resource and he recommends that the minimum size of fishable oysters should be increased.

Copies of this Leaflet can be obtained free of charge from the Fisheries Laboratory, Burnham-on-Crouch, Essex.

THE FISH processing plant in Dingle, Co. Kerry, has had to let its workforce go because of poor landings. It is understood that the Continental market for the fish processed by Silver Seal, set up two years ago, is limited at present.

COMMENT

Fishing without hope

THE MUCH heralded visit of Fred Peart to Hull, last Friday, only helped to thicken the gloom over Humber-side. He gave no hint of hope to an industry, which, as he was able to see for himself, is bleeding to death.

Indeed, the Minister's performance seemed quite extraordinary. His bland approach often seemed as out of place as a comedian at a funeral.

True, in his three speeches Mr. Peart referred in passing to the problems of the industry, but he did nothing to suggest he was going to help. The only positive note, was a promise that he would raise the matter of imported fish flooding into the country with the EEC in Brussels this week.

Although the Minister was officially in Hull to open the new fish dock and the White Fish Authority's training centre, he had allowed the impression to grow, that his visit was going to have wider implications for the fishing industry.

When pressed in a recent debate in the House of Commons about aid for the industry, Mr. Peart referred quite often to this proposed trip to Hull saying, that he was prepared to consider help.

While Mr. Peart's speech to the British Trawlers' Federation concentrated on the important issues of the Icelandic dispute and the EEC Common Fisheries Policies, the point seemed to have escaped him that the immediate concern of trawler owners is how they are going to keep going in the next few months. Every trawler that came into Hull last week made a loss and there was a similar story from all other deep-sea ports.

Mr. Peart's reluctance to commit himself about the future of British fishing will not be lost on the Banks who are providing overdrafts to keep the trawlers at sea.

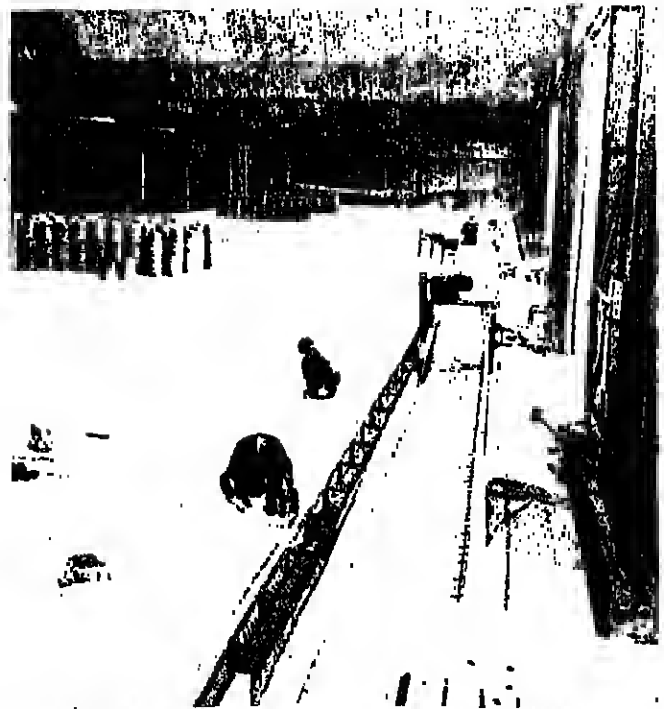


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Pear't's double date in Hull

JEERS ALL THE WAY ON NEW FISH DOCK



Above: finishing touches being put to the auction area of Hull's newly-converted fish docks. Below: lorries lined up to take away the catches.



HULL'S NEW fish dock was officially put into action last Friday by the Minister of Agriculture, Fisheries and Food, Fred Peart.

During an extensive tour of the docks Mr. Peart was able to see how the industry had settled in to its new home, following the switch from St. Andrew's Dock to the Albert & William Wright Docks earlier this year.

Before unveiling a plaque to commemorate the transfer to the dock, converted at a cost of £1m, Mr. Peart said that in these days of hard times for Hull's fishing industry it is pleasing to see something positive being done.

Mr. Peart's reception on the fish dock was hardly overwhelming. His buoyant approach was greeted with catcalls and jeers by many of the dock workers. Later in the

afternoon he had to face a protest outside the White Fish Authority's new training unit by redundant workers from a local ship repair yard.

Referring to the new dock in his speech, Mr. Peart said that even at a quick glance it is possible to see the advantages: "The industry will have a much more spacious dock, with a wider entrance and a dry-dock."

"In addition, I am told that the unloading, sorting, marketing and despatch facilities are all superior to those hitherto available."

"In these days when the Hull fishing industry is having to face up to a wide variety of problems,

it is very pleasant to me to see something on the positive side."

"At a time of high inflation any construction or adaptation work, such as has been necessary here, is a blessing to fortune. I would like to congratulate the Docks Board on their overcoming these difficulties."

"No doubt the considerable financial help which has been made available has played a decisive part."



Docks Board chairman, Sir Humphrey Brown, invites the Minister to unveil the commemorative plaque of the new fish docks.

Trawler moves out

THE CONVERTED fish dock at Hull has already come in for criticism over its arrangements for ice.

This is thought to have led to the transfer of the distant water eldewinder *Prince Charles* to Grimsby.

Some trawler owners are known to be unhappy with ice facilities at Hull, ice has to be carried from the old factory by lorry and loaded onto the trawlers by an elevator.

The Boston-owned 691 ton *Prince Charles* left Hull on February 23 for Iceland with a Grimsby crew. She was the

only wet fish trawler owned by the Boston Group from Hull and the move to Grimsby, while significant, is no major surprise. It is in line with the premises of Hull eventually becoming a freezer-only port.

Boston is the first major trawling company on Humber-side to split their freezer and wet fish fleets between Grimsby and Hull. The move was most welcome to the Grimsby industry, now reeling under the BUT decision to withdraw six distant water trawlers.

Prince Charles was built by Cook, Walton & Gammell at

Beverly in 1958. Vessel's sister-ship to the 180-ton *Boston Comanche* and *Wor Wiltforce*, she brings in strength of the Boston fleet Grimsby up to 11 vessels carrying Boston Hatter's fishers. The company has only distant water operations Grimsby to expand its fleet the past decade.

Command of *Prince Charles* has gone initially to Skipper Albert "Bonzo" Holling, lately of *Volusia*, who holds Grimsby part grossing record £80,584 set-up two years in the Clyde trawler *St. Comanche*.

Minister 'shoots away' test trawl



"IT'S NOT A TOY! You really can learn something with this."

These comments by Britain's top gillnet skipper, 'Devil' Smith of Anstruther, at the opening of the WFA's net test tank in Hull last week, gave an indication of the importance attached to this new piece of research equipment by fishermen.

As the first trawl was 'shot' into the 154,000 gallon test tank by Minister, Fred Peart, Skipper Smith of *Argonaut III* was quick to sum up the advantages of this new facility.

"We visualise the net as one shape, but here you can see how constantly it changes under tow. With this extra knowledge, we can be far more efficient."

These remarks were endorsed by another leading Scottish skipper, Willie Campbell of Lossiemouth. "It can take years to get to know what's happening to the net in water. But with this tank we can do it all in a day, height, spread — the lot," he said.

Skipper Campbell added: "Often we think we're right about the performance of gear — this way we can prove it."

First nets to be dipped were an Engel 1800 pelagic trawl of 1/25th scale and a Grenton bottom trawl with rectangular doors and bobbins of 1/25th scale. Alongside the test tank in the training centre, is a net

loft and also two classrooms. Distant water skippers and owners were also very impressed with the trawl tank; their only concern was whether, the way things are going, there would be any grounds open on which to use any knowledge they might gain!

Acknowledging the shrinking size of the British fishing industry, WFA chairman, Mr. C. I. Meek, said in his speech at the opening ceremony that it may be asked whether technical progress is all that desirable.

"I believe there are three answers to that question," said Mr. Meek. "In the first place it is my firm belief that, if we can secure satisfactory solutions to the burning issues of limits and the share of those limits that we can call our own — and we look confidently to you and your officials, Minister, in that regard — then good husbandry within those limits can rebuild a catch which will occupy all the fishing power we can deploy."

"Secondly, this country's future depends on high technology, economically directed, and there will be

poor prospects for us all if we come to occupy the second best."

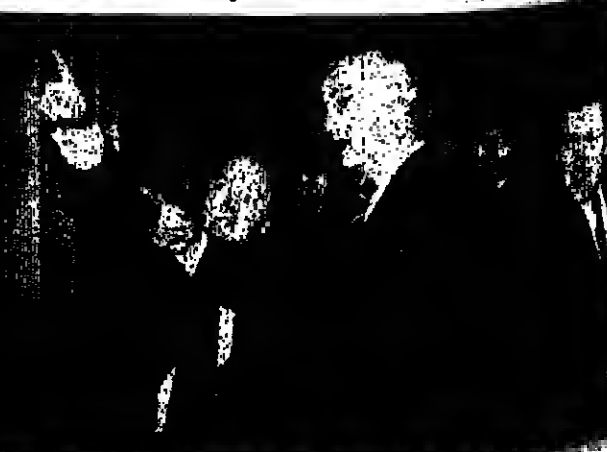
"Thirdly, the fisherman's job is so hard and so perilous that those of us who can help by improving the tools of his trade will want always to make sure that he has the very best."

Before he got down to opening the training centre, Minister Fred Peart went outside to talk to a group of demonstrators from the nearby Humber St. Andrew's Engineering Co. Ltd., who are facing redundancy. Back



Above: looking impressed at the tank are skipper Willie Campbell (left) and WFA chairman, Mr. C. I. Meek. Below: WFA director Robert Bennett points Mr. Peart's way towards the test tank. Mr. Campbell is seen right.

once more in the relatively peaceful confines of the training building, Mr. Peart said that the test tank is a breakthrough as a training and testing facility.



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John Burgess' Log



Eel trawls

A READER recently wanted to know where he could get eel trawls made in Holland.

On January 30 I gave the names and addresses of three Dutch net makers who might be able to supply him.

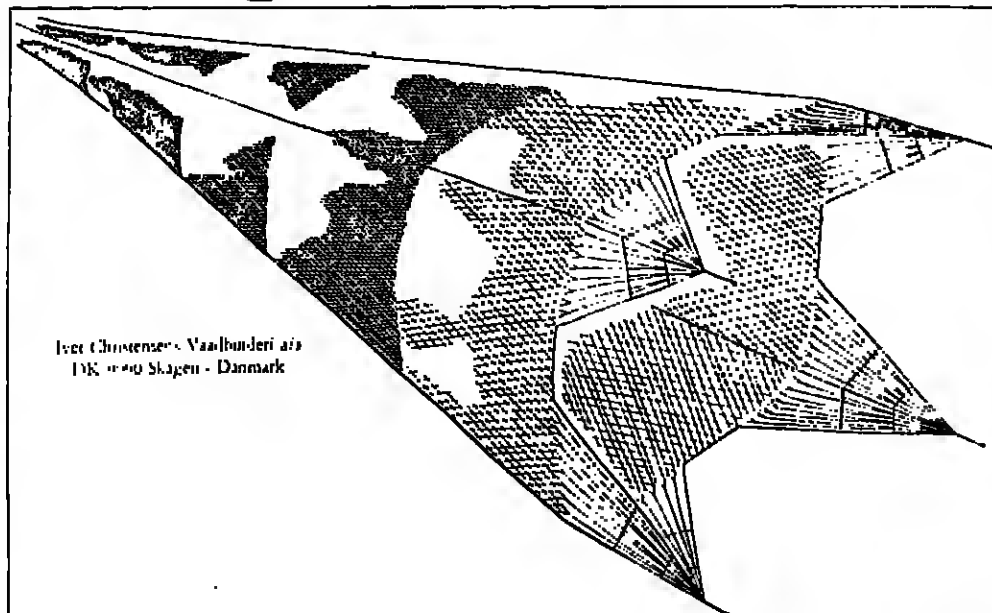
I have since learnt that Fishermen's Supplies (E. Nicholson), 184 Lancaster

Road, Morecombe, Lancashire, is ebie end willing to do so.

The firm makes the bodies of the nets out of polythene shrimp netting and tail ends out of 3/8 in. nylon lent netting.

Wings graduate from 2 in. mesh towards the bottom to 3/4 in. mesh towards the top.

One boat trawl without 'wings'



Iver Christensen's Vaaibundt 210
198, 440 Skagen - Denmark

meshes were joined with a total weight of 180-200 lb. fitted and buoyancy provided by seven clusters of five 1 1/2 in. floats sewn to the mesh hags attached to the headrope.

A leaded footrope with a total weight of 180-200 lb. fitted and buoyancy provided by seven clusters of five 1 1/2 in. floats sewn to the mesh hags attached to the headrope.

Upper sweep wires consisted of 20 ft. of 2 1/2 in. herring rope; lower wires of 24 ft. of similar rope. Mid-winter weight for the h.p. vessels was 600 lb.

When two Swedish trawlers, *Tiruno* and *Dono* started use the new net in conjunction with an Atlee net used in the Skeggeret, any doubt about how it would operate soon dispelled.

Recordings on the beach showed that headline height of 15 ft. were achieved.

In addition, it was for that the net was easy to use and that it fished on the nets used by the trawlers.

On several occasions of 700 x 45 kg. boxes of quality herring were out in various depths and differing conditions: daylight and dark.

Skippers and crews of many vessels now using type of net report that more easily handled in conventional mid-water trawls and that they have problems at all with the meshes.

It is constructed of black nylon netting made by Tizon Ltd. of Frederiksberg, Denmark, and the advantage of using it in 300-400 ft. vessels can be summed up as follows.

A larger net than usual is towed and, because it is easily towed, fuel is conserved. The use of rope eliminates tearing of the net can be used by single or pair trawlers.

As their own boats were powered by 500-600 h.p. slow running diesels driving controllable pitch propellers, it seemed to be a formidable task. But not designer Jon Lindholm decided to attempt it.

He realised that the net would have to be of very large mesh size, not that 32 in. and 48 in. mesh would be necessary behind the rope on the first holly sections to give sufficient water resistance for it to upon. Any larger mesh size would filter too much water and cause the net to collapse.

Bearing this in mind, he decided on a square type of trawl and decided to use 64 in. stretched mesh on the first sections of the bally, followed by 32, 16, 8 and 4 in.

This procedure simplified net joinings as the ratio was all 2:1 and the bally cut was two bars one point.

By carefully measuring each wing mesh on a normal 34 fathom square mid-water trawl, he was able to replace the wabbing in the wing with 14-2 in. circ. Roblon rope.

This was chosen on account of its non-stretch properties which made it possible to hang the net on 2 1/2 in. circ. steel cored polythene covered combination wire.

This was a well proven rope which most Swedish and Danish trawlers had used on their conventional mid-water trawls instead of highly elastic braided nylon, thought by some to be essential.

Using four panels of 80 meshes each, the remaining

meshes were joined with a total weight of 180-200 lb. fitted and buoyancy provided by seven clusters of five 1 1/2 in. floats sewn to the mesh hags attached to the headrope.

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NEW MOVE TO BAN BEAMERS

—as sole catches drop

MILFORD Haven trawler owners have called for a ban on beam trawling in trawl mesh sizes following a 30 per cent drop in sole catches. These proposals are given in a letter to Fisheries Minister of State, Edward Bishop, from the MP for Pembrokeshire, Nicholas Edwards.

In his letter Mr. Edwards wrote that Milford owners wish him to make it clear that they are now seeking special aid for the local industry, but fully support the representations currently being made by the industry as a whole.

He said: "They believe that the industry will be in serious difficulties if support is not given, particularly bearing in mind the flood of imports."

He also said that Milford's position had been adversely affected by the present Government's rescinding of the ban on beam trawling inside the 12-mile limit.

"Milford owners believe it is necessary to re-introduce the ban in their waters. They point to the fact that the sole catch in Milford has fallen by 30 per cent from 1969, when beam trawling was introduced. In the main areas of sole fishing — Trevose and Morecambe Bay — the fall has been even greater."

He said the owners would also like to see a temporary ban on fishing on certain grounds, notably at Trevose.

In the years after the war up until the 1950s this area could be depended upon to provide good sole and plaice fishing during the early part of the year. But, with the arrival of the beam trawl, the decline began. The blame is being put on the highly efficient continental vessels.

There is ample evidence to support the view that something has gone sadly wrong with the Trevose fishing.

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...trip shows method pays

WHILE Milford Haven trawler owners are asking for a ban on beam trawling, it was a beamer which managed to average over £30 a kit for a landing at the port last week.

Arthur Harvey, making her first trip after a period laid up, caught 39 kits during only a four-day trip and grossed £1,515. She is skippered by John Donovan.

On the same day the Irish vessel *West Kurston* landed 70 kits worth £1,377.

Piston Sea Eagle, (Skipper Jim Brodie) was also unfortunate in being forced back to port after only seven days with 55 kits to make £1,431. The vessel had worked the Irish Sea area.

Landings of these levels are far from sufficient — both for owners and merchants — and it is hoped that local vessels can now emulate their good roker fishing of last year. This is essential to maintain the port's struggling industry.

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No stopping phase-out

EXTENDED talks between Findus management and representatives of two unions last Friday failed to avert the phased closure of the ultra-modern Findus fish processing factory at Aberdeen.

Some 400 jobs will be lost as the phase-out goes ahead as planned.

The unions involved are the Association of Scientific, Technical and Managerial Staffs and the General and Municipal Workers.

An announcement said that

union representatives "regretfully accept the necessity to close at Aberdeen." The statement added that severance payments would be substantially in excess of the Redundancy Payments Acts.

Findus will also continue to buy fish at Scottish ports for transport to Humberside processing plants and smoked fish production will be transferred to the Crosses and Blackwell factory at Peterhead. The Scottish fishing industry will not be affected by the closure.

CHIEF 'NOT THE LAST'

THE 30-YEAR-OLD Empire-class tug *Corvia*, recently so-tive towing scrapped steam trawlers between Grimsby and Blyth, made another visit to the Humberside port last week to collect the former BUT steamer *Northern Chief* (below). This trip completes the present contract owners International Towing Ltd. has with the breakers. But, in view of ominous developments lately at Grimsby, a spokesman for ITI told *Fishing News* they could be back for further scrapped vessels "very soon".

This follows a pilot scheme which ended last week when John Arrow bought over 40 tons of mackerel in three weeks from up to 12 boats at

the port. The biggest boat in this fleet was a 50-footer.

John Arrow and his partner, Bill Dugdale, met fishermen just over a month ago to arrange the buying link. The fish was sent all over France and one consignment went to Germany.

Too big

As the lorry carrying the catches was too big to park on the quay, the fish had to be lumpy from the boats all the way to the main Council car park. This meant crewmen were working late into the night.

Lands of seven, nine, 14 and 12 tons were dispatched and the pilot scheme ended as mackerel catches fell away.

Pilot run on mackerel

A PLYMOUTH shellfish firm may tie up with skippers to buy mackerel at the small Cornish port of St Mawes next season.

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the port. The biggest boat in this fleet was a 50-footer.

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STORK-WERKSPOR DIESEL

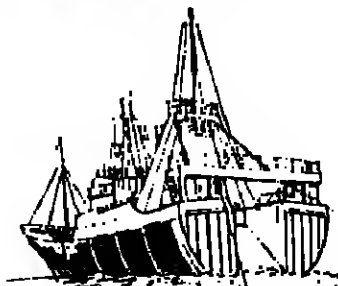


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Trawl gear failure rips holes in your annual gross income. With 'Trawlax', outcome of Parsons expertise, you have for the first time chain and components designed specifically for trawlermen. 'Trawlax' ends the need to rely on mid steel fittings of uncertain design and strength. It works - to your profit.



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'Trawlax' WARP END ASSEMBLY

A high strength, light-weight rig easily and quickly assembled from standard

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FOR VERSATILITY

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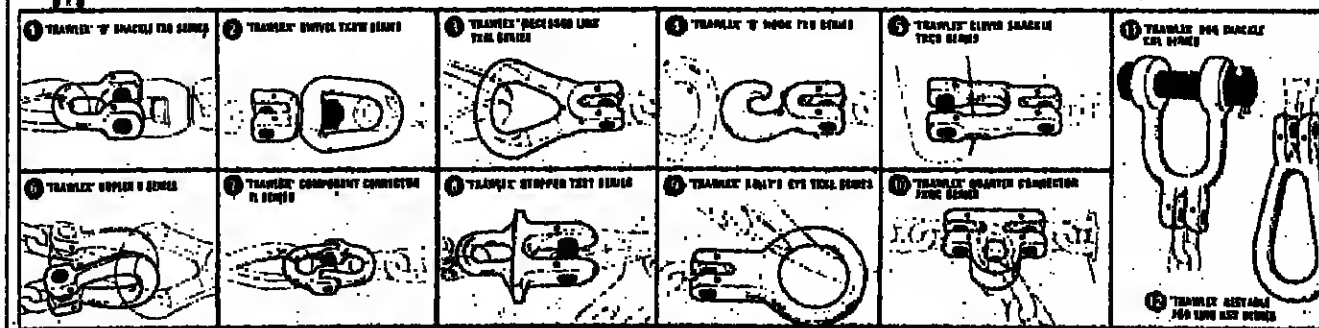
Heat-treated alloy steel makes 'Trawlax' 150% stronger than mild steel, gives it high wear resistance. 'Trawlax' chain has up to eight times the life of wire cable, with superior corrosion resistance when stored as standby gear.

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'Trawlax' chain and components bring new dependability to trawl gear, give it longer working life that means bigger earning power. Take 'Trawlax' abroad for profit.



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The EEC's plans are particularly aimed at boats such as these in the inshore fleet. Many owners would want out.

OCCUPIED with problems of economic survival in the face of rising costs, quotas and local restrictions, UK inshoremen have so far shown little interest in proposals recently published in Brussels for so-called extensive re-structuring of coastal fisheries throughout the European Community.

Some industry representatives to the Community, shocked by the Plan's disclosures without prior consultation, have been quick to point out that the Commission—despite more than two years in behind-scenes preparation of its first major project within the Common Fisheries Policy—appears not to have grasped the potential opportunities to protect the future of inshore fishing.

Formal representations to amend the rationalisation scheme, before it is due to take effect on July 1 next, are sure to find firm support from many anxious inshore owners and skippers in the eight-nation fleet totalling 45,000 vessels under 80ft.

The proposals attracting most press comment to date are those which centre on redundancy directives affecting about 14 vessels in every 100; whilst only half this number, in terms of overall tonnage, are expected to qualify for modernisation. Several industries ancillary to catching are affected by peripheral aid proposals, but the retail marketing trade is expressly excluded from help.

In spite of typical EEC legal complexity in the original 50-page plan (now published in the Official EEC Journal—Vol. 19 No. C6 of January 10 1976) numerous policy questions remain unanswered, including the actual percentage of aid to be allocated to each Member State.

So what implications lie behind the "angry pill" of around £80m. in aid available to all the Community in the scaled five-year plan?

With the British inshore fleet numbering 6,000 registered vessels at 87,000 GRT—nearly 16 per cent of the total Community tonnage—UK Government representatives at the current round of management committee negotiations in Brussels will be urged to make sure of a fairer deal for British net-fishermen.

There will be plans for application of the special provisions for extra aid to regional development areas, including the north-east coast and the south-west of England, as well as large parts of Scotland and Wales. British inshoremen will be

Pitfalls for Britain in EEC inshore package



PLANS FOR a cut-back in the size of the EEC inshore fleet have attracted a lot of attention. But this is only one aspect of a package deal for European fishing being pushed through in Brussels. Ernie Hamley, chief executive of the Fisheries Organisation Society, explains here what is at stake for the British inshore fishing industry.

particularly concerned to note that the Commission is silent in its rationalisation plan on vital issues which they know can have very serious effects on long-term production and profitability.

For example, no account is taken of the changing pattern in fisheries as a result of continuing reductions in the distant water fleet. This is already noticeably causing big trawler operators to switch management interests towards the inshore ports, with the inference that large scale catching capacity may eventually become available in near water and coastal fishing grounds.

In fairness to the Community, it has announced that a separate rationalisation plan will be produced for vessels of over 80ft. long when discussions on 200-mile limits are concluded after the next round of UNOSG meetings in New York this month.

Meanwhile, the following outline and comments should be regarded as guidelines only for the industry at this stage, as modifications will clearly be necessary before the Council of Ministers of the Community confirms the regulations.

Size of the problem. Assuming that the 200/100 mile or median line concept with exclusive economic zones can be eventually agreed for the European Community as a whole, informed opinion estimates the catching capacity of all the fleets of the EEC at about double what may be needed in terms of efficient operation and profitability.

It follows that, as far as the inshore fleets are concerned, a net reduction of seven per cent—assuming also little increased efficiency over the first five years of the ten year

processing and marketing projects, also for research and re-training.

A lot of detailed qualifying criteria is laid down and it is interesting that programme priority is given to schemes necessitated by Law of the Sea changes or catch quota introduction; those from regional development areas and those concerning producer organisations or their associations also have preference in aid allocation.

Eligibility for aid will be generally confined to operators who have fished with registered vessels for five years or more, or who firm uniline fish, crustacea or molluscs; individuals will need to show that they devote at least half their hours of work to fishing or fish farming (NOT trout and freshwater fisheries), whilst "legal persons" (presumably

fisheries co-operatives) will be eligible for aid towards production, social security and other costs.

Most common sense would suggest that the EEC has tried to do "too many with too little" in its proposals, with already indicated the result of little effective re-organisation and certainly no drastic cut-back for the sector where pruning is most needed in certain parts of the wider inshore fleet of the Community.

However, coastal operators in Britain have shown independence in past crises and have survived several economic depressions—now they shall be fighting hard to recover again with or without EEC help, to prove that inshore owners and crews deserve better recognition as the finest and most efficient forces for obtaining some reduced protein food.

As pressure builds up against fish imports, there is a need to be an increasing demand for home-caught fresh fish throughout Europe. Will the EEC be enough to give the Community cause to think on their "nationalisation" plans? They will hope it does.

Germany has an ageing fleet of 750 vessels under 80 ft.



Germany has an ageing fleet of 750 vessels under 80 ft.

companies must turn over less than 85 per cent of their turnover from fishing. Plant and equipment for trawlers, pots, and multi-purpose over 40ft. with automation facilities, etc. Smaller craft and 40ft. need to be up to full safety standards.

Shore installations (freezing and plants) must be overlapping with facilities and maximum profit throughout.

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Kent port's cold-moulded 37-footer

THE MEDWAY Yacht Co. Ltd.—despite its name—produces working craft and has just delivered a 37ft. 6in. long cold-moulded wooden vessel.

She is for Jim and Mike Coker of Folkestone, Kent, who will use her mainly for angling parties, although she may go on long lining trips as well. She has been named *Royal Charlotte*.

Two partners—Bill Williams and J. A. Pringuer—run the Medway Yacht Co. which has plans for three versions of the craft—including a stern trawler.

The design is approved in principle by the White Fish Authority and is for a boat measuring 37ft. 6in. overall, with a beam of 14ft. and about 4ft. 6in. deep. The cold-moulded construction is said to be less expensive than conventional wooden building.

With this method the hull, built over a mould, consists of seven skins of utility (an African hardwood) diagonally laminated with Aerolite 100 marine glue to make a total thickness of 1in. Apron, keel, hog, stem, etc., are of teak and so are the floors and engine bearers. Fastenings are of stainless steel.

Durable

These hulls are very strong and durable. And past experience the partners have been working in cold-moulded construction for 15 years) shows that the layers do not delaminate.

The Cokers have worked *Luckyella*, one of Medway Yacht Co.'s 32ft. boats, for six years now. They were so satisfied with her that they came back to the same builders when they decided on a larger boat.

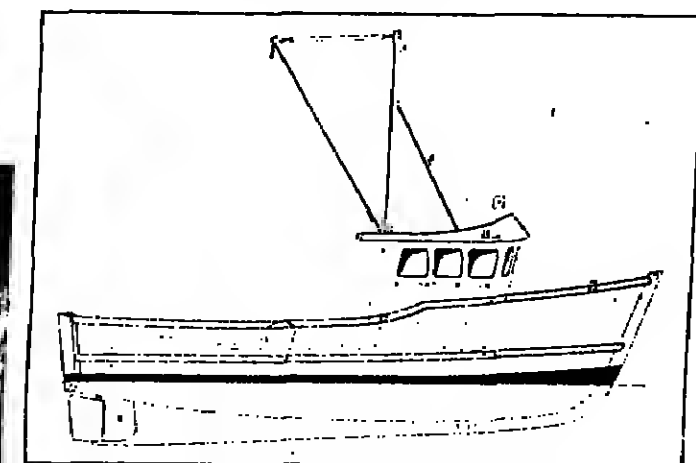
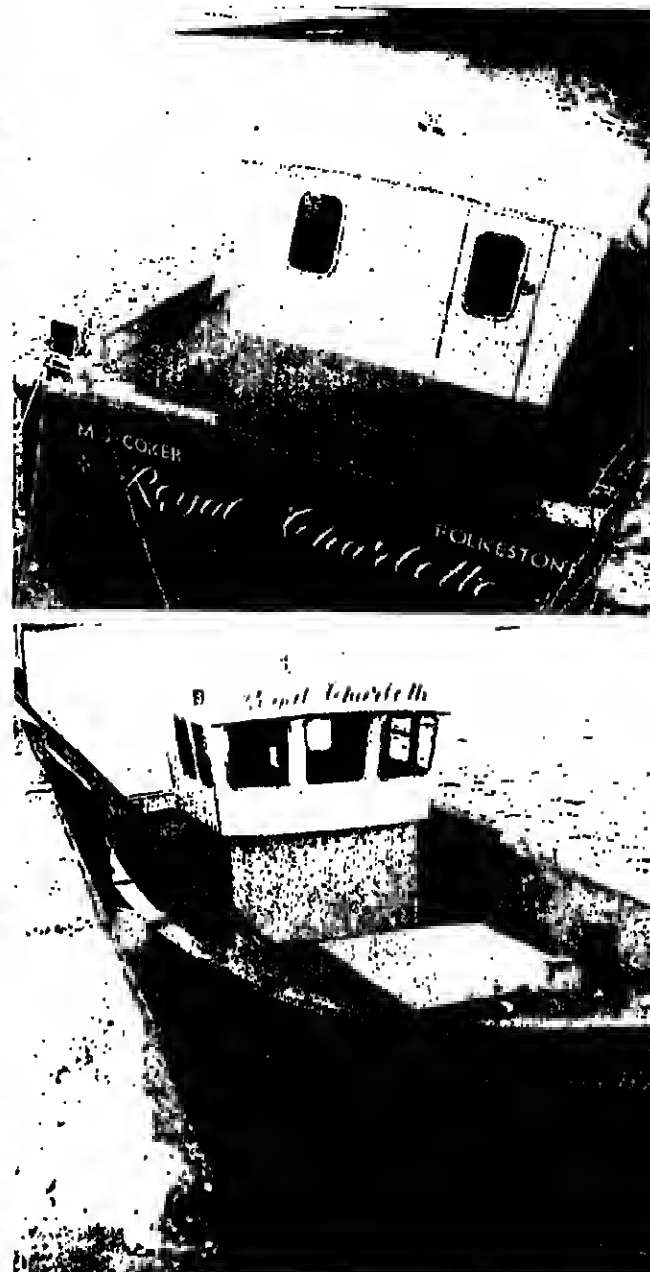
In Folkestone the boat has to take the ground on her moorings and the cold-moulded hull has stood up to the strain far better than other boats the Cokers have owned. Their new boat is fitted with legs to suit the mooring conditions.

Royal Charlotte has a Gardner 6LV engine of 110 hp, with a MRF 350 h/d Self-Changing Gears gearbox. This is a re-conditioned engine from Pelican Engineering of Leeds, a firm recommended by the makers. The price works out at about £2,700 but, as a cheaper alternative, the Medway Yacht Co. can fit a Ford engine with 31 reduction.

A 2in. stainless steel shaft swings a 30in. x 20in. propeller through the rather unusual reduction gear of 1.5:1. Sacrificial anodes on the propeller are by McDuff, and the stern gear is all by Spicer of Brentford.

Other equipment includes a Jabsco 14in. bilge pump with clutch and a Whale 24in. deck pump. Two 3/10in. plate fuel tanks hold 800 gallons between them. These have been shot-blasted, coated with epoxy resin and a Gardner duplex fuel filter is fitted. There is no fresh water tank.

The aft wheelhouse is large—it needs to be to hold the Decca Super 101 radar, Decca Navigator Mk. 21, Decca Arkas autopilot, type 250, and Simrad EL 38A fishfinder. The R/T is a Radcon Viking Princess 12-channel VHF set. In addition there are Morse dual-station controls and a 12-way switch



Above: profile drawing of Medway Yacht's Fisherman 37 cold-moulded wooden fishing boat.

Left: *Royal Charlotte*'s transom stern. She swings a 30 in. propeller.

Below: the 37-footer *Royal Charlotte* will be working the Vorne Bank, some 10 miles offshore.

how under when pitching into a head-sea.

The Cokers work the Vorne Bank, ten miles offshore, and do a lot of jiggling over rocks; their experience has shown that these features are desirable.

On the self-draining deck, and made of 1 1/2 in. ply in two skins, the bulwarks are 1ft. high anticipating legislation concerning angling boats, and there is a 5in. gunnel capping.

Up forward, amid the raised foredeck, there is a hefty sunken post. Mounted on the foredeck is a PNP Duerr 21 ton continuous rating hydraulic capstan. There is another sunken post each side of the transom. A mast and derrick will be fitted and also a winch. The boat will carry a Dunlop Seemaster liferaft.

Layers

With the cold-moulded construction, extra layers can be added to take the wear in way of trawl doors, etc. An alternative version of this boat has a forward wheelhouse, giving a better working deck area for stern-trawling.

It is possible to build a boat of up to 40ft. in length from this mould, and larger boats could be built using a variation involving stringers instead of the mould.

This boat is now in production and the Medway Yacht Co. can deliver about five or six months from placing the order. The price at present is about £15,000 for the basic woodwork, with equipment extra. Even so, the competitive necessary for the job the boat has to do. There is a watertight bulkhead forward, a fin iron shoe on the keel, while the transom stern is 12ft. across and there is a sharp forefoot and flared bow.

The idea is to make her steeper in a seaway and to prevent her from ducking her

panel by Peter Smaile. Willis-Ridley T.160 steering gear and rudder indicator are fitted plus, no doubt, a compass to come. At the time I saw the craft the electronic gear had not been installed. This job is being done at Dover by Smye-Rumsby.

A calor gas stove has to be fitted and, by then, the equipment should be complete.

The wheelhouse windows are by Essex Aluminium and there is a door aft, with independently opening halves. Access to the engine room is via a trap-door and there is strip-lighting. Fittings include an AC5 auxiliary alternator and 24v starting system. There are two hanks of batteries, a wise precaution with so much electronic gear in the wheelhouse.

The boat's layout was designed by Jim and Mick Coker, in collaboration with the Medway Yacht Co., as there are a number of special requirements necessary for the job the boat has to do. There is a watertight bulkhead forward, a fin iron shoe on the keel, while the transom stern is 12ft. across and there is a sharp forefoot and flared bow.

The idea is to make her steeper in a seaway and to prevent her from ducking her

panel by Peter Smaile. Willis-Ridley T.160 steering gear and rudder indicator are fitted plus, no doubt, a compass to come. At the time I saw the craft the electronic gear had not been installed. This job is being done at Dover by Smye-Rumsby.

A calor gas stove has to be fitted and, by then, the equipment should be complete.

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Standard boat

A PROTOTYPE steel fishing vessel based on a standard workboat hull is being built "on spec" by a firm at Gillingham, Kent.

The 33 ft. craft has an 11 ft. 6 in. beam and 3 ft. 6 in. draft. She will be a double chine boat suitable for inshore potting and lining, etc., being fitted with an aft wheelhouse. The steelhulls range of workboats are being sold through Medway Sea Charters of Maidstone, Kent, and the 33-footer (pictured above) sells for £9,000, plus VAT.

Craft are being built by a firm which has been working in steel for industry during the past 16 years. In this time a small number of pleasure boats were built and a decision was recently taken to build working craft.

The firm has a giant building area, served by three cranes, and offers standard boats on a delivery of around six weeks. Later, standard vessels will be offered "off the shelf".

Apart from standard boats, the firm is willing to build other designs and has already produced 21- and 26-footers. It is interested in producing steel craft up to 45 ft.

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IRISH REJECT EEC LIMIT PLAN

THE Irish Fishermen's Organisation has rejected EEC proposals for 12-mile exclusive fishery limits (Fishing News, February 27).

It described the measures as unacceptable to Irish fishermen and said that they were 'sell-out' of our fisheries to our EEC partners. The proposals offer no protection against diminishing fish stocks.

The proposed quota system — like all fishing quotas — is neither workable nor equitable, said the IFO. Quotas had been widely criticised in the past as being extremely unreliable both in the accuracy of the figures presented and in the fact that they were set mainly on political considerations.

The IFO holds that the only real solution to maintaining stocks, and thereby expanding the Irish fishing industry, is the establishment of an exclusive economic zone of at least 50 miles, patrolled only by the Irish State.

"We regard our demands for such an extension of limits

as reasonable, particularly when other countries — notably the United Kingdom — have sought extensions of at least 100 miles," the IFO stated.

"In our view, the fact that the Commission (EEC) now realises the necessity to abolish the equal-access clause of the Treaty of Accession and substitute an ex-

clusive 12 miles zone of sorts, powerfully reinforces our arguments."

The secretary of the National Co-operative Council, John O'Halloran, said "we must reject" the EEC proposal for a 12-mile exclusive limit.

It would mean the ruin of our fishing industry,

said Mr. O'Halloran. He said that, in a short space of time, bigger trawlers of other EEC countries would be taking the greater part of the stocks from our waters.

It would also mean, he added, that eventually we would have to import fish from our European partners at prices way higher than exist at present.

More cash for bigger boxes

NORTH SHIELDS has increased the minimum weight of fish sold in boxes at the port's market from 40 to 45 kilos.

The increase is being made for an experimental month-long period to gain more from the EEC's withdrawal prices.

Fish is being landed in

six-stone boxes, but most contain more than six stones. When the fish are withdrawn from sale, it only qualifies for EEC

withdrawal money at a kilo rate.

Now, with the official box weight being set at 45 kilos, a higher withdrawal price will apply.

The new minimum came into force on Saturday last week.



Clarkwood — the Aberdeen trawler wrecked after the men on watch fell asleep.

Trawler lost after 'bored' man fell asleep

A SEQUEL to the stranding of the Aberdeen trawler Clarkwood on the rocks near Dounreay last August took place in Wlok Sheriff Court last week.

Henry Hedden of Aberdeen, the second fisherman who was on watch at the time of the stranding, admitted breach or neglect of duty by failing to carry out a lawful command given by the skipper, whereby the vessel was lost.

The crew was rescued, but the vessel became a total loss. Hedden (28), married with two children, was fined £250. In passing sentence Sheriff Ewan Stewart spoke of the difficulty in drawing a balance between the maximum fine for the offence — £400 — and the loss of a trawler worth probably £500,000.

Prosecuting, George Scott said Hedden relieved the skipper after the trawler left Scrabster, where the vessel had called for provisions on the way to the Faroe fishing grounds.

There was a deckhand with Hedden in accordance with regulations, but he complained of a headache and Hedden allowed him to go below.

Hedden had been advised of the course to steer; the nearest it would have taken him to land was 10 miles. He fell asleep and, the next he knew, was the trawler was on jagged rocks near Dounreay.

Defending, Thomas Buick said that after the deckhand left, Hedden was alone in

almost total darkness. He could not switch on lights to read for fear of affecting his visibility. There were no suitable programmes on the VHF radio.

It was warm on the bridge, yet he could not open the windows because spray would get in. Hedden became drowsy

and Mr. Buick submitted it was boredom which caused him to fall asleep.

OBITUARY

FORMER Aberdeen trawler owner, James Robb, has died at his home. Mr. Robb (65) collapsed at his garage. One of seven brothers all well known in the industry, he began his career in the industry as a fish salesman. Later he became managing director of the trawling concern George Robb and Sons Ltd., founded by his elder father.

The Robb fleet consisted entirely of steam trawlers and when the industry changed over to diesel power, James Robb became a wholesale fish merchant.

For a time he was a member of Aberdeen Harbour Board.

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safety at sea



Low bulwarks on older vessels did not hold water shipped on deck.

ONE OF the major differences between the older type of fishing boat and its modern counterpart, discounting the introduction of the stern trawler, is the increase in the height of bulwarks and the use of shelters on deck.

Bulwarks and shelters provide protection for the crew working on deck by reducing the amount of spray and seas which come on board, but they are a mixed blessing and can actually endanger a fishing vessel.

Many old-style fishing vessels had a low bulwark, perhaps 1 ft. high, supplemented by portable rails. As the demand for weather protection increased, so the height of bulwarks rose so that today bulwarks four or five ft. high are to be found.

Whaleback shelters were fitted over the foredeck and, now, gutting shelters are a common fitting on new craft. Many foreign trawlers have a shelter extending over the whole of the non-working side of the deck.

This protection is fine until the vessel starts shipping seas. The enclosures then hold the water, adding a considerable weight relatively high up. This raises the centre of gravity, with a consequent reduction in the stability of the vessel.

This, in itself, is not necessarily critical, but if you add to this the free surface effect, then there is the potential for a sudden capsize if the water is not removed quickly.

The free surface effect is the rushing of the free water to the low side as the vessel rolls. The shift in weight further reduces the stability, and the momentum of the moving water can increase the roll. Admittedly, when the vessel rolls, a lot of the water can run overboard over the top of the bulwark, and this situation is only likely to arise in fairly severe conditions, but then it is just in such conditions that trouble can strike.

To get rid of the water which is shipped on deck, freeing ports are fitted in the bulwarks. Both the DfT in its

concentrated amidships at the lowest part of the deck. Very logical you might say, and I would agree if fishing vessels kept a level trim whilst at sea.

Seas are most likely to be shipped when a vessel is pitching heavily and the trim could allow the water to run into the forward shelter, particularly in a following sea.

There is rarely any means of clearing water from the shelter except for it to run aft, and the addition of this extra weight forward could have disastrous effects on the trim just when the how should have maximum buoyancy.

The modern stern trawler was hailed as a great improvement in terms of weather protection and safety, and in most cases this is true. But the stern trawler can be vulnerable in a heavy following sea.

A wave breaking over the stern can rush forward, away from the freeing ports which tend to be concentrated towards the aft end. The water should clear once the bow lifts, but this will happen more slowly because of the added weight of water forward.

Bulwarks can add to the stability of a vessel up to a point of effectively increasing the freeboard. With most hulls the stability increases as the vessel is heeled until the deck edge becomes immersed. From that point on, the stability decreases and this explains why freeboard can have an effect on stability.

When bulwarks are fitted there is an effective increase in the height of the deck, except for a small amount of water which will enter through the freeing ports. The stability will continue to increase until the top of the bulwark, at its lowest point, becomes immersed. At this point there will be a very sudden and possibly disastrous reduction in the stability.

Where bulwarks are fitted, the DfT requires these to be a minimum of 36 in. high, although they can be reduced in smaller craft provided a rail is fitted to maintain the height. This height is specified in the interests of preventing crewmen from falling overboard and there is no restriction on the maximum height which can be



fitted, nor is there any restriction on deck shelters.

Bulwarks themselves are not unsafe and it would be a retrograde step to abolish them. What is required is a re-assessment of their use in relation to the type of craft to which they are fitted.

This is the job of the naval architect who is designing the craft, but so often he gives the customer what he asks for, and what the rules demand, rather than what is seaworthiness demands. Perhaps this reflects the lack of sea-going experience of many naval architects, a situation which ought to be rectified so far as fishing vessels are concerned.

DAG PIKE.

Recalling some of the stories which appeared in our columns this week 50 years ago.

MARCH 6, 1928

NEW motor lifeboat stationed at Porthdunallen, Carnarvonshire. She is fitted with searchlight and line-throwing gun.

POSTMASTER reports that 1,841,000 wireless licences were in force on January 31.

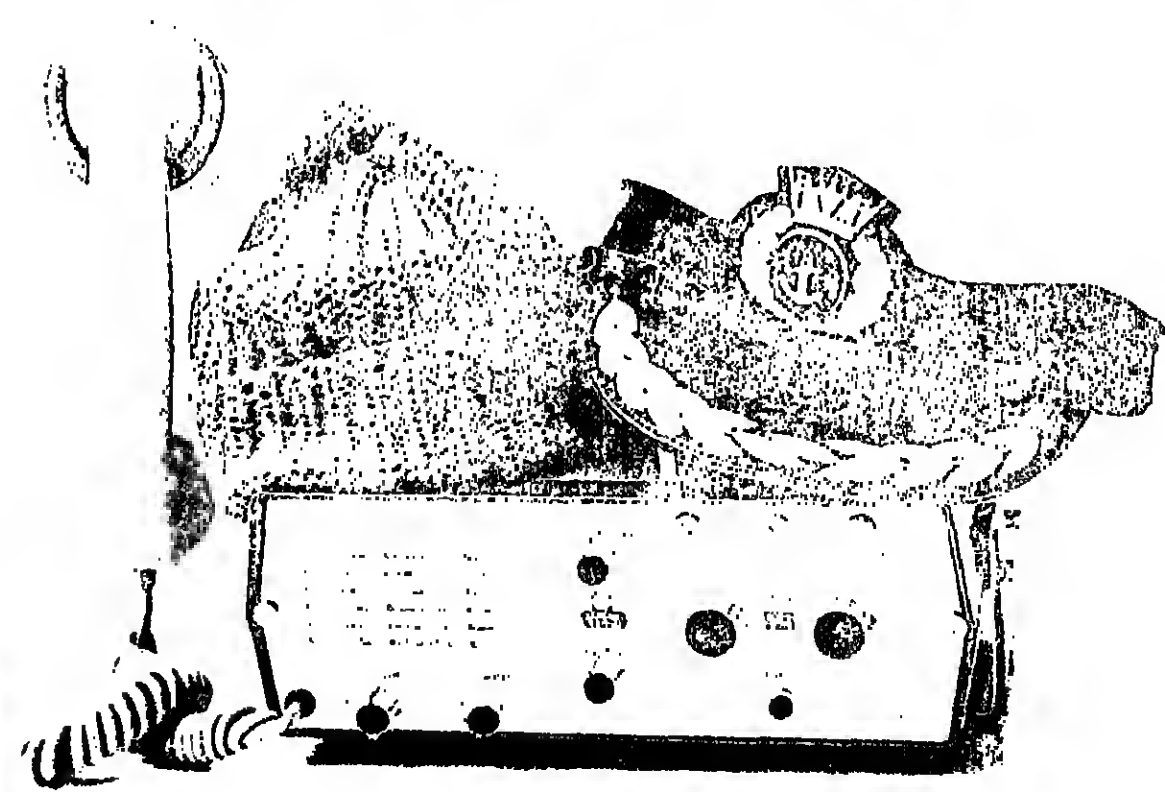
ICELAND'S fish exports for 1925 valued at £2,780,000.

INVENTOR puts forward design for windmill-driven fishing vessel.

TOTAL trawl catch landed in Scotland by British vessels during February amounts to 138,165 cwt., valued at £161,873.

SCARBOROUGH receives permission from Board of Trade to build a new North Wharf in the harbour.

Corvette SS vhf radiotelephone



Superboat performance at a workaday price

'Corvette SS' is the brilliant successor to Marconi Marine's very popular 'Corvette 25S' vhf radio-telephone. The small size, low battery drain and comprehensive facilities provided by 'Corvette SS', including all possible marine channels and maximum permitted transmitter output power, mean that even the smallest inshore boat can have a vhf station equal to that of the largest factory trawler.

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Catches and Prices

GRIMSBY

£28,489: *Northern Reward*, BUT (Sk. W. Herrie), 1,878 kits, NC, 24 days.
 £23,656: *Boston Phoenix*, Boston (Sk. M. Ward), 1,494 kits, I, 23 days.
 £22,304: *Northern Eagle*, BUT (Sk. E. St. Pierre), 1,398 kits, NC, 24 days.
 £20,575: *Block Watch*, BUT (Sk. R. Pepper), 1,187 kits, NC, 24 days.
 £19,928: *Boston Concord*, Boston (Sk. W. G. Balle), 1,250 kits, I, 23 days.
 £19,816: *Vivaria*, BUT (Sk. J. Gilby), 1,494 kits, I, 23 days.
 £18,529: *Lord Beatty*, BUT (Sk. D. Scott), 1,263 kits, I, 22 days.
 £18,315: *Vianova*, BUT (Sk. F. W. Gray), 1,247 kits, I, 21 days.
 £16,727: *Huddersfield Town*, Consolidated (Sk. F. Kirby), 1,184 kits, WS, 33 days.
 £16,397: *Crystal Polce*, Consolidated (Sk. E. Collins), 1,035 kits, WS, 26 days.
 £14,985: *Ross Rodney*, BUT (Sk. G. Careberg), 1,154 kits, I, 22 days.
 £11,295: *Notis Forest*, Consolidated (Sk. J. Harris), 1,028 kits, I, 23 days.
 £11,867: *Ross Kashmir*, BUT (Sk. B. Collatt), 842 kits, I, 22 days.
 £11,048: *Reol Madrid*, Consolidated (Sk. G. Mussell), 1,040 kits, I, 23 days.

Middle Water

£21,924: *Ross Jaguar*, BUT (Sk. D. Speck), 1,227 kits, 13 days.
 £21,311: *Ross Leopard*, BUT (Sk. J. Brown), 1,162 kits, 13 days.
 £17,732: *Ross Genet*, BUT (Sk. W. Salt), 938 kits, 14 days.
 £15,811: *Ross Tiger*, BUT (Sk. D. Avery), 864 kits, 14 days.
 £15,672: *Ross Cheetah*, BUT (Sk. T. Rose), 836 kits, 17 days.

North Sea

£6,831: *Tom Grant*, Lindsey (Sk. A. Wraith), 351 kits, 14 days.
 £6,003: *Lepanto*, Lindsey (Sk. R. Sinclair), 308 kits, 12 days.

Seiners

£6,882: *Anne Scott*, Allard Hewson (Sk. M. Dam), 388 kits, NS, 20 days.
 £5,110: *Bekimael*, Consolidated (Sk. A. Bojen), 290 kits, NS, 21 days.
 £4,741: *Andolos*, Allard Hewson (Sk. J. Eggholm), 269 kits, NS, 20 days.
 £4,722: *Pocemoker*, Sleight (Sk. N. Mollar), 266 kits, NS, 15 days.
 £4,691: *Arcona Bay*, Arcona (Sk. E. Thomsen), 263 kits, NS, 21 days.
 £4,358: *Cineroria*, Allard Hewson (Sk. H. Press), 244 kits, NS, 20 days.

Pair Teams

£6,781: *Frances Bojan*, (Sk. P. Scott), 356 kits, and £4,684: *Skanderborg*, (Sk. P. Pulfrey), 256 kits, both Sleight NS, 11 days.
 £4,632: *Searcher*, (Sk. B. Neirup), 254 kits, and £2,780: *East Bank*, (Sk. J. Lee), 159 kits, both Sleight NS, 13 days.

HULL

£25,516: *Ross Canaveral*, BUT (Sk. F. Peacham), 1,709 kits, NC, 23 days.
 £22,107: *Arctic Corsair*, Boyd (Sk. C. Pitts), 1,213 kits, NC, 21 days.
 £22,041: *Loch Eriboll*, BUT (Sk. B. Owbridge), 1,391 kits, I, 23 days.
 £20,599: *Ross Leonis*, BUT (Sk. J. Berry), 1,301 kits, I, 21 days.
 £20,006: *Westella*, Marr (Sk. R. Johnson), 1,249 kits, I, 20 days.
 £18,019: *Kingston Pearl*, BUT (Sk. S. Morrell), 1,251 kits, I, 22 days.
 £17,422: *Portia*, BUT (Sk. E. Grewar), 1,840 kits, NS, 12 days.
 £16,857: *Arctic Ranger*, Boyd (Sk. C. Walker), 1,874 kits, NS, 14 days.
 £16,121: *St. Garontious*, Hamling (Sk. Nelson), 139 kits, I, 22 days.
 £15,743: *Arctic Rebel*, Boyd (Sk. P. Garner), 1,166 kits, I, 22 days.

Seiners

£5,933: *Rosenborg*, Boston (Sk. J. Dam), 303 kits, NS, 17 days.
 £5,184: *Lindenberg*, Boston (Sk. O. Jensen), 286 kits, NS, 8 days.

£4,613: *Kronborg*, Boston (Sk. H. Dam), 281 kits, NS, 21 days.
 £4,587: *Vikingsborg*, Boston (Sk. N. P. Jensen), 243 kits, NS, 9 days.
 £4,174: *Arnborg*, Boston (Sk. G. Jonnasen), 212 kits, NS, 17 days.
 £2,435: *Sonderborg*, Boston (Sk. H. Winkel), 135 kits, NS, 23 days.

FLEETWOOD, Iceland

£17,723: *Boston Beverley*, Boston (Sk. R. Rawcliffe), 1,093 kits, 21 days.
 £17,004: *Wyre Conqueror*, Wyre (Sk. G. Wright), 1,133 kits, 21 days.
 £16,508: *Boston Explorer*, Boston (Sk. W. Anderson), 1,132 kits, 22 days.
 £16,333: *Wyre Gleonor*, Wyre (Sk. W. Spearpoint, Jnr.), 1,104 kits, 22 days.
 £14,082: *Robert Hewett*, Hawett (Sk. G. Strachan), 901 kits, 21 days.
 £10,487: *Boston Lightning*, Boston (Sk. J. Coassy), 711 kits, 22 days.

Home water

£12,146: *Wyre Revenge*, Wyre (Sk. B. Andrews), 726 kits, 12 days.
 £7,368: *Mary Agnes*, Hazael, 388 kits, 14 days.
 £5,820: *David Wilson*, Hazael (Sk. A. Bedford), 302 kits, 12 days.
 £5,300: *Royalist*, Hewett (Sk. K. Bevers), 312 kits, 12 days.

Neer water

£4,700: *Boston Sea Hawk*, Bloomfield, 365 kits, 15 days.
 £2,509: *Susan Bird*, Bird, 187 kits, 14 days.
 £2,491: *Resilience*, Ward, 84 kits, 123 days.

ABERDEEN

£19,305: *Glen Urquhart*, Marr (Sk. A. Brown), 1,595 kits, F, 17 days.
 £17,572: *Grampian Monarch*, North Star (Sk. R. Catton), 1,576 kits, WS, 14 days.
 £16,313: *Janwood*, Wood (Sk. J. Smith), 846 kits, F, 16 days.
 £13,746: *Burwood*, Wood (Sk. A. Nelson), 677 kits, F, 13 days.
 £8,818: *Scottish Princess*, North Star (Sk. A. Cockburn), 855 kits, WS, 13 days.
 £8,377: *Ross Curlew*, Wood (Sk. R. Sommers), 695 kits, S, 13 days.

LOWESTOFT

£12,273: *St. Patrick*, East Coast (Sk. D. Besford), 754 kits, NS, 11 days.
 £12,059: *Yoxford Queen*, Talisman (Sk. C. Craig), 632 kits, NS, 13 days.
 £11,815: *Suffolk Warrior*, Hobson (Sk. D. Smith), 579 kits, NS, 12 days.
 £11,806: *Suffolk Monarch*, Hobson (Sk. B. Barrett), 615 kits, NS, 12 days.
 £9,745: *Suffolk Conquest*, Hobson (Sk. R. Fiske), 690 kits, NS, 13 days.
 £9,706: *Wilton Queen*, Talisman (Sk. B. Turrell), 462 kits, NS, 12 days.

GRANTON

£11,806: *Arctic Riever*, Liston (Sk. A. Wanless), 1,289 cwt., F, 15 days.
 £8,059: *Arctic Hunter*, Liston (Sk. B. Wood), 784 cwt., NS, 14 days.

NORTH SHIELDS

£9,895: *Ben Strame*, Irvin (Sk. E. Longhorne), 37,488 kilos, F, 15 days.
 £5,677: *Ben Glas*, Irvin (Sk. S. Sheader), 17,905 kilos, NS, 12 days.
 £4,278: *Christine Nielsen*, Irvin (Sk. C. Ellis), 12,655 kilos, NS.
 £4,104: *Lindisfarne*, Irvin (Sk. J. Bailey), 14,078 kilos, NS.
 £1,832: *Boy Peter*, Associated (Sk. P. Murray), 5,617 kilos, NS, 4 days.

MILFORD HAVEN, Irish Sea

£4,218: *Picton Seolion*, Norrad (Sk. T. Salter), 146 kits, 11 days.
 £3,362: *Gaorgina Wilson*, Jonss (Sk. T. Smith), 137 kits, 13 days.
 £1,515: *Arthur Harvey*, Kerr (Sk. J. Donovan), 39 kits, 4 days.
 £1,431: *Picton Sea Eagle*, Norrad (Sk. J. Brodie), 55 kits, 7 days.
 £1,377: *Yest Kurston*, Kerr 70 kits, 10 days.

HUMBER VESSELS DUE

BRIMSBY

Expected during the week from:
 Bristol, Alderbury, Belgium, Boston, Halifax, Norway, Ross, Rosneath, Royal Lines, Spars, From Norway, Yarnst, Coldstream, Lord Jellison, Ross Revenge, From Farnes and Westerly, Humber, Nona, Oguni, Gills.

PORT MARKETS

MONDAY, MARCH 1

A good supply of 7,873 kits from 17 ships met a fair demand. Prices: shell cod, £1.80/£1.10; snailbe, £1.7/£1.2; codling, £1.5/£1.0; shell haddock, £1.2/£1.0; medium, £2.80; small, £2.20; plaice, medium, £3.20; best small, £1.70/£1.2; lemon sole, £1.4/£1.0; rock fish, £1.0/£1.0; red fish, £1.1/£1.0; per stone.

THURSDAY

1,704 kits from one distant water vessel. Prices range per 10 stone kit, heads on: shell cod, £1.7/£1.0; shell codling, £1.8/£1.0; shell haddock, £2.0/£1.0; sole, £2.8/£2.0; plaice, £1.6/£1.0; rock fish, £1.0/£1.0; red fish, £1.1/£1.0; per stone.

FLEETWOOD

Prices: English shell cod, £1.8/£1.2; large plaice, £2.3/£2.0; medium, £1.7/£1.2; pollock, £1.9/£1.2; large haddock, £2.0/£1.0; medium, £2.0/£1.0; small, £1.5/£1.0; lemon sole, £1.0/£1.0; ling, £1.0/£1.0; monkfish, £1.0/£1.0; raker, £2.0/£1.0; eel, £1.5/£1.0; whiting, £1.5/£1.0; haddock, £1.5/£1.0; turbot, £2.0/£1.0; Dover sole, £1.0/£1.0; rock fish, £1.0/£1.0; red fish, £1.1/£1.0; per stone.

NEAR WATER

Prices: large cod, £1.7/£1.0; small cod, £1.5/£1.0; large plaice, £2.3/£2.0; medium, £1.7/£1.2; pollock, £1.9/£1.2; large haddock, £2.0/£1.0; medium, £2.0/£1.0; small, £1.5/£1.0; lemon sole, £1.0/£1.0; ling, £1.0/£1.0; monkfish, £1.0/£1.0; raker, £2.0/£1.0; eel, £1.5/£1.0; whiting, £1.5/£1.0; haddock, £1.5/£1.0; turbot, £2.0/£1.0; Dover sole, £1.0/£1.0; rock fish, £1.0/£1.0; red fish, £1.1/£1.0; per stone.

ABERDEEN

Prices: large cod, £1.7/£1.0; small cod, £1.5/£1.0; large plaice, £2.3/£2.0; medium, £1.7/£1.2; pollock, £1.9/£1.2; large haddock, £2.0/£1.0; medium, £2.0/£1.0; small, £1.5/£1.0; lemon sole, £1.0/£1.0; ling, £1.0/£1.0; monkfish, £1.0/£1.0; raker, £2.0/£1.0; eel, £1.5/£1.0; whiting, £1.5/£1.0; haddock, £1.5/£1.0; turbot, £2.0/£1.0; Dover sole, £1.0/£1.0; rock fish, £1.0/£1.0; red fish, £1.1/£1.0; per stone.

LOWESTOFT

Prices: large cod, £1.7/£1.0; small cod, £1.5/£1.0; large plaice, £2.3/£2.0; medium, £1.7/£1.2; pollock, £1.9/£1.2; large haddock, £2.0/£1.0; medium, £2.0/£1.0; small, £1.5/£1.0; lemon sole, £1.0/£1.0; ling, £1.0/£1.0; monkfish, £1.0/£1.0; raker, £2.0/£1.0; eel, £1.5/£1.0; whiting, £1.5/£1.0; haddock, £1.5/£1.0; turbot, £2.0/£1.0; Dover sole, £1.0/£1.0; rock fish, £1.0/£1.0; red fish, £1.1/£1.0; per stone.

NORTH SHIELDS

Prices: large cod, £1.7/£1.0; small cod, £1.5/£1.0; large plaice, £2.3/£2.0; medium, £1.7/£1.2; pollock, £1.9/£1.2; large haddock, £2.0/£1.0; medium, £2.0/£1.0; small, £1.5/£1.0; lemon sole, £1.0/£1.0; ling, £1.0/£1.0; monkfish, £1.0/£1.0; raker, £2.0/£1.0; eel, £1.5/£1.0; whiting, £1.5/£1.0; haddock, £1.5/£1.0; turbot, £2.0/£1.0; Dover sole, £1.0/£1.0; rock fish, £1.0/£1.0; red fish, £1.1/£1.0; per stone.

MILFORD HAVEN

Prices: large cod, £1.7/£1.0; small cod, £1.5/£1.0; large plaice, £2.3/£2.0; medium, £1.7/£1.2; pollock, £1.9/£1.2; large haddock, £2.0/£1.0; medium, £2.0/£1.0; small, £1.5/£1.0; lemon sole, £1.0/£1.0; ling, £1.0/£1.0; monkfish, £1.0/£1.0; raker, £2.0/£1.0; eel, £1.5/£1.0; whiting, £1.5/£1.0; haddock, £1.5/£1.0; turbot, £2.0/£1.0; Dover sole, £1.0/£1.0; rock fish, £1.0/£1.0; red fish, £1.1/£1.0; per stone.

BRIMSBY

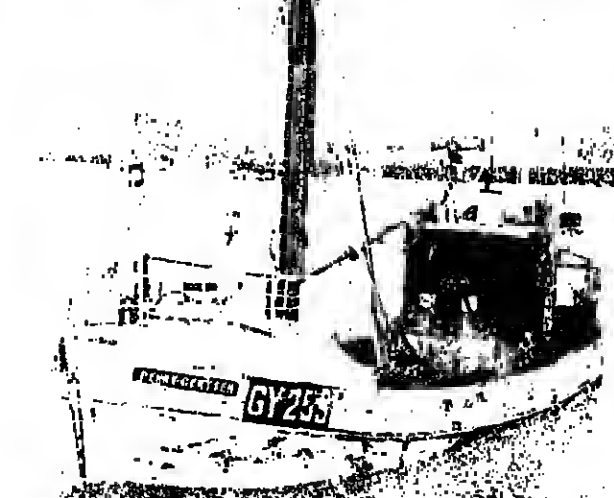
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BILLINGSGATE

ON TUESDAY 248 tons were delivered. Average selling prices on Monday's market: Salmon, English, £1.50/£1.10; Scotch, £1.50/£1.10; Irish, £1.40/£1.10; sea trout, 35p/40p; sole, 50p/60p; medium 80p/£1.35; large, 85p/80p; eel, 00p; foreign smoked salmon, £1.84; per lb; large turbot, £1.15/£1.30; medium, £1.05/£1.20; small, £0.80/£1.00; haddock, £1.20/£1.50; large haddock, £1.20/£1.50; medium, £1.05/£1.20; small, £0.80/£1.00; Danish plaice, 11b-11lb, £4.40/£4.30; 11lb-21lb, £4.30/£4.50; large and medium haddock, £1.05/£1.20; small, £0.80/£1.00; selected lemon sole, £1.05/£1.20; headless horse water cod, £1.05/£1.20; fillets, shell cod, £1.05/£1.20; haddock, £1.05/£1.20; squid, £1.05/£1.20; roker, selected whiting, £1.05/£1.20; small, £1.05/£1.20; small English dogfish, £1.05/£1.20; fresh herrings, £1.05/£1.20; London cured dry haddock, £1.05/£1.20; dry fillets, £1.05/£1.20; dry fillets and selected kippara, £1.05/£1.20; per stone.

Shellfish

SELECTED lobsters, £2.70/£2.20; unselected, 1p per lb.



Penny Gertson arrives at Grimsby full of aprons.

GRIMSBY continued to be the centre of frantic sprat activity last week as the local fleet, plus a few visitors, put ashore just on 1,000 tons. The last shoals have moved north again and fine fishing was reported off Flamborough. One vessel definitely not joining in is the brand-new Samantho. Skipper-owner Hugo Thimmesen has taken her pair trawling on her maiden with another of his vessels, Tino, skippered by son, Peter.

Both vessels operate through the A. E. Richardson & Co. Ltd. agency.

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Seiner gets the bird plus trip-best

THE Grimsby seiner Anne Scott (Skipper Marius Dam) set a company record grossing for owners Allard, Hewson & Co. Ltd. last week with £6,682 from 388 kits and a guillemot called Fred.

He turned up 130 miles out, north of the Clavay Bank, smothered in oil and immediately made a big impact on the trip.

Mate Peter Lyng, who helped tend to Fred, told Fishing News: "He swam after us and made repeated efforts to get aboard."

"He was absolutely covered in thick oil, but we managed to clean most of it off with hard from the galley."

"He was pretty fierce at first until he got used to us and we had to catch his fish as they're used to eating much smaller fish than we catch."

But no one heeded Fred the old fish or two for Anne Scott was turning the end of a very short trip when he arrived, yet almost immediately began fishing well and Peter Lyng added: "Since he came aboard we caught our trip."

Allard, Hewson's ships husband, Fred Stanning, confirmed the new company record to Fishing News: "It is definitely the best-ever trip by one of our vessels. It was excellent fish, nearly all large cod."

"Although it was a longish trip, they only got the bulk of the catch after the last five days."

Later, after a celebration meal of fish, Fred (the guillemot) was handed over to the local Blue Cross establishment, somewhat reluctantly, for proper attention and to complete his recovery.

AN ABERDEEN trawlerman has been charged with assault following an incident aboard *Lindene* when she was just a few miles off Peterhead on her way to the grounds.

The trawler had left Aberdeen about lunchtime on Monday and was about ten miles north of Peterhead when a crewman was injured.

Lindene turned about and made for Peterhead, where police and ambulance services were waiting at the quay-side. About 4.30 p.m. a deckhand was landed and taken for treatment in hospital. It is understood he had throat injuries.

The following day at Banff Sheriff Court, Ronald Fraser was charged with assaulting another crewman, parat MacLeod, and stabbing him in the throat with a knife to the danger of his life.

St. Ives, John Nott.

It was suggested that the Government may listen to fine fishermen's grievances if they had the strength of a Producer Organisation.

Cornwall already has a PO which has been recognised. Some Flushing men intend to join the South-Western Producers' Organisation and transfer in the Cornish PO when it really gets underway.

Most line men believe pure seiners should be banned from the mackerel grounds next season, or a fleet larger than the three fishing from Cornwall this year would sweep away all their markets.

Already this season line boats have been fishing on quotas as low as 30 stone a man, so as not to swamp

markets cut into by the 'big boys'. One co-op even lost its market for two weeks.

The line men just cannot compete with the pursers on price, despite superior fish grading, and see the protection of their hard-won Continental markets, as well as conservation, as the main issue.

Support would be needed from fishermen at Newlyn to get the Cornish PO up to strength. The Newlyn men sell fish direct to merchants and do not see the danger to their markets like co-op members, it has been pointed out.

"The pursor Quo Vadis recently switched to fishing pilchard."

St. Ives, John Nott.

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Peter Lyng of Anne Scott with Fred the guillemot.

Injury halts trawler

CORNWALL'S most expensive trawler, the 88 ft. *Dea*, has been in new month in the Pearyn river following serious injuries to both her skipper and mate.

The skipper, 36-year-old Mike Hosking of Porthleven, is in hospital with a shattered ankle following a fall at Coast Lines Wharf, Falmouth.

A week earlier the mate, John Wannell of Porthleven, suffered head injuries in a fall.

Mrs. Hosking said this week that her husband would be in hospital for a month, and will be unable to return to sea for three months. She said Mr. Wannell had to have a plastic cheekbone inserted.

The biggest problem at present is finding a qualified skipper to take *Dea*—Gen-ny to sea. Mr. Hosking said: "There is no one available in the south-west. We are having to go further afield. The White Fish Authority, which has a stake in the boat, is trying to help."

Presenting our new range of Ferro-Cement Fishing Workboas, which are available in three sizes — 28', 32', 38'. All stages of construction supplied on request from bare hulls to completed craft. Details from:

FERRO-SEA-CRAFT (SALES), Hambrook Marine, Broad Road, Hambrook, Bosham Sussex. Tel. Bosham (0243) 572882.

